



Papakura Metropolitan Centre

# Framework for Action

(Version 1 - July 2018)

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## 1. Introduction and Overview

The Auckland Unitary Plan (Operative in Part) recognises Papakura Town Centre as an emerging Metropolitan Centre; a zoning second only to the city centre in overall scale and intensity. It will become an area which will act as a focal point for community interaction, commercial growth and development and will contain hubs serving high frequency transport.

In recognition of this Zoning, the Papakura Local Board Plan 2017 identifies five overall outcomes, for the Local Board area. These are:

- **A Vibrant and Prosperous Metropolitan Centre.**  
Our town centre is a great place to shop, relax and enjoy the company of family and friends
- **People in Papakura lead active, healthy and connected lives**  
We have great parks and places to play and do the things that we enjoy.
- **A strong local economy**  
Papakura businesses prosper, creating employment opportunities for local people.
- **Papakura is well-connected and easy to move around**  
Our roads should be free from congestion, public transport convenient and reliable, walkways and cycleways safe and connected.
- **Treasured for its environment and heritage**  
We value our natural environment and heritage, protecting and nourishing it for future generations.

Very significant housing growth is planned on the fringes of Papakura. Providing that the Centre moves swiftly to create an environment which is attractive to these new residents, this increased population within its potential catchment could fuel development within the Centre.

Simple vehicular, pedestrian and cycle linkages to these areas, and easy to understand parking facilities within the Centre are critical to bringing people in.

Creating a vibrant, successful Centre to Papakura is key to achieving all of these outcomes. However, creating this will take time. This document identifies current opportunities within the Centre and make recommendations as how to move forward to lay the foundation for the new Metropolitan Centre. It provides a Framework for Action.

***This document is dynamic and will be updated and expanded to respond to new opportunities as they emerge.***



Figure 1: Extracts from the Papakura Local Board Plan 2017

## 2. A Vision for the Metropolitan Centre

The Papakura Commercial Centre Project Group has been established by the Local Board to help to solve issues and identify potential projects which will help to achieve the Board's aim of a Vibrant and Prosperous Metropolitan Centre.

The Project Group has an agreed Vision for the Centre:

***'A centre which boasts a range of high quality shopping and eating/dining options, and which in particular provides for healthy and active lifestyles.***

***An attractive environment, with trees and other landscape planting, where shoppers and visitors can easily move around on generous footpaths and are encouraged to spend time and are able to sit and eat outside.***

***A place which supports complementary uses at ground floor, cafes/restaurants, commercial and residential at first floor and residential on higher floors.'***

The Project Group has identified a list of matter which they would like to see incorporated into the revitalised Centre and also a range of matters which they dislike and consider should not be seen in the Centre. The Project Group's Vision for the Centre and their Likes and Dislikes form the basis of this Framework for Action.

### Likes:

- Narrow Roads –Wide Footpaths
- Native Trees (practical)
- Narrow building frontages –Range of Retailers
- Outside Dining –Activity Zones Across Footway
- Colour Schemes –Not Garish
- Residential
- Angled Parking –Edge of Town Centre
- Pedestrian Linkages
- Ability to Cross Road Anywhere
- Ease of Access from all Modes
- Vibrant
- A Vision/Plan/Guidance –Confirmed/Unified
- Greenery/Colour
- First Floor Dining
- LIFESTYLE Outdoor/Hunting/Fishing/Café/Healthy/Restaurant/Boutique Clothing/Exclusive Shops

### Dislikes:

- Street Clutter
- Yellow Lines
- Charging for Outdoor Dining
- Car Domination –Narrow Footpaths
- Old Signs
- Security Shutters
- Bus Stops
- Restricted Movement –Footpaths
- Lack of Active Street Frontage



### 3. Papakura Metropolitan Centre

#### What do the Auckland Plan and the Auckland Unitary Plan (Operative in Part) Expect?

The identification of Papakura Town Centre as a Metropolitan Centre brings the aspiration that the centre will evolve into a truly mixed-use area, with a diverse range of activities including shops, offices, entertainment and higher density residential on upper floors.

The Centre is currently characterised by mainly single storey and two storey development, with a limited number of three storey buildings.

The Unitary Plan allows buildings of up to 40.5m to be developed in the centre; this would allow buildings of up to about 13 storeys high.

Discussions with Panuku Development Auckland have concluded that in the short term it is reasonable to expect buildings of 3 to 4 storeys to be developed in the centre with the potential for some six storey developments possible. Taller buildings may come later

Land around the outside of the Metropolitan Centre has been 'up zoned' to encourage greater residential densities, in line with the aspiration for Auckland to become a quality, compact city and in recognition of the increased facilities which will in time be available within the Centre and also the close proximity of the train station (within easy walking distance).

This change will take place over time, but the purpose of this Framework for Action is to identify steps that we can take now, which will provide the foundation for change and encourage people to come to shop and spend recreation time in Papakura now and which will encourage change and development in the Centre.

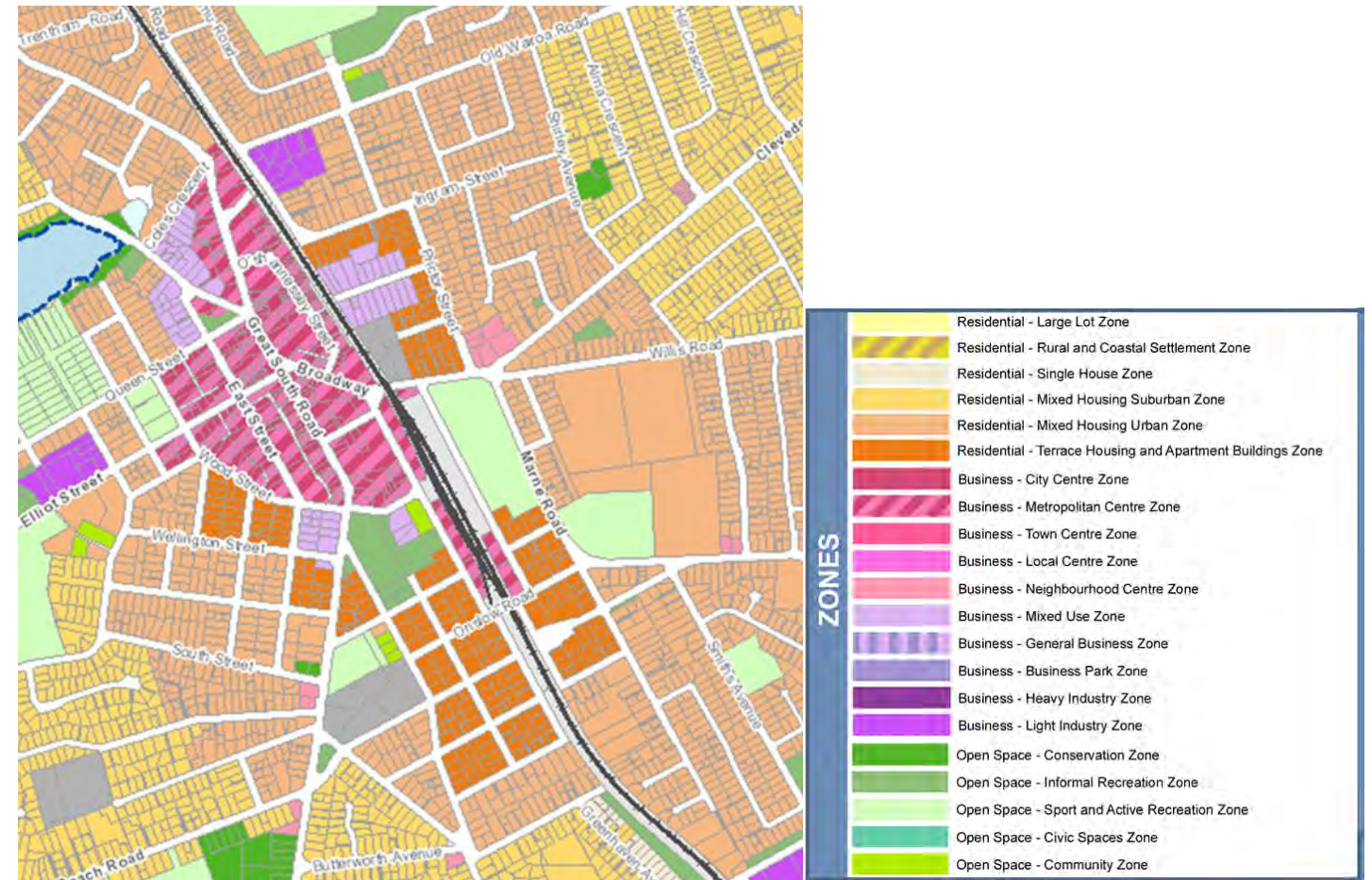


Figure 3: Extract from Auckland Unitary Plan (Operative in Part) Maps



Figure 2: Image from The Auckland Plan 2012

- The City Centre – the focus of national and international business, tourism, educational, cultural and civic activities. It provides significant capacity for business and high density residential development within a variety of precincts. It is the focus for regional transportation services. It is surrounded by the city fringe, and lies within a 2km walkable catchment (approximately): it provides complementary living, business and entertainment activities within traditional and higher-density neighbourhood living and specialist precincts.
- **Metropolitan centres** – these serve regional catchments or have strategic roles within the region. They provide a diverse range of shopping, business, cultural, entertainment and leisure activities, together with higher-density residential and mixed-use environments. They have good transport access and are served by high-frequency public transportation. These centres have the greatest opportunities for additional business and residential growth.
- Town centres – these act as local hubs for communities, providing a wide range of retail and business services and facilities, and community facilities. They are generally accessible by frequent public transport services, and provide a range of residential living options, including mixed-use and higher-density options. They have variable capacity for accommodating new residential and business development.
- Local centres – these act as a focus for a community and provide a range of convenience shops and small business services together with some community facilities. These centres are focused on walkable catchments supported by public transport services. They have variable capacity for accommodating new residential and business development, but to a lesser extent to town centres, due to their individual and accessibility constraints.
- Neighbourhood centres – these provide day-to-day convenience shopping within walkable neighbourhoods. Based on a small group of shops, they may also be aligned with a community facility, such as a school.

Figure 4: Definition of Metropolitan Centre from The Auckland Plan 2012.



### A Centre which has Already Grown

Papakura has already experienced significant residential and commercial growth.

Whilst in 1959 the current road pattern was in place, development within the Centre was less intensive than it is today and since that time significant development has taken place.

For example:

- The eastern side of O’Shannessey Street has undergone significant redevelopment and now has a complete frontage of buildings, where as in 1959 there were only relatively short blocks of development.
- Continued development within Great South Road has filled the gaps in the street frontages, so that today there is an almost continuous frontage of buildings along the back edge of the footpath.

The change from the current Centre to the Metropolitan Centre envisaged by the Auckland Plan is a further evolution of the centre. However, to encourage this change we must have a good understanding of how well the centre is currently performing, what it’s potential performance could be and how large, in terms of m<sup>2</sup> of retail, office and residential floorspace, it should be and the potential timescales for achieving this.



Figure 5: Papakura 1959 (image from Auckland Council GIS viewer)

### Public Land Ownership

Existing public ownership of land allows the Local Board, Council, Auckland Transport and Panuku Development Auckland to more easily bring forward public developments or to promote exemplar private developments within the Centre.

However, unlike some other Centres, there is very limited land in public ownership. This is broadly limited to car parks, land associated with the train station and already developed land.

It is important for all existing publicly owned land to be retained until such time as a clear understanding of the development potential and future role of each site is known.

This will be clear once the Health Check has been produced and discussions have taken place with Panuku Development Auckland.



Figure 6: Papakura 2017 (Image from Auckland Council GIS viewer)



### South 83; the future of Papakura is here

Consent has been granted for the planned South 83 development, on the site of former medical centre at 83 Great South Road. The high quality, six storey building houses 66 apartments and provides an insight into the development which could be possible on other sites throughout the Metropolitan Centre.



Figure 7: Images of South 83 with the kind permission of Paula and Kurt Schultz)





## 4. Metropolitan Centre Retail Health Check

To inform this Framework for Action, two reports were commissioned to provide up to date data of how the Metropolitan Centre is performing relative to other centres in Auckland and to gain an understanding of how visitors to the centre and residents of its catchment view the centre.

### Papakura Town Centre Commercial Property Market Report (Colliers International – February 2018)

- Average rental growth across the property sectors in Papakura was between 15% and 33% over the past four years (4% to 8% per annum).
- Yields have reduced across all sectors when compared to 2014 figures.
- There is very little bulk retail stock in Papakura.
- Industrial, office and retail sales in Papakura totalled \$37.7 million in 2017, which represents a 29.6% increase compared to 2014 (\$29.1 million).
- Papakura Metropolitan Centre and Papakura Town Centre combine to make up a total retail area of 92,553 sqm.
- Retail vacancy in Papakura has dropped to 13.5% in February 2018 from 14.7% recorded in June 2014.
- Papakura has the highest retail vacancy of all the retail precincts in Auckland we monitor.
- The largest category of retail tenants comes from independent retailers making up 46.4% of the total retail stock. This is followed by multiple retailer (20.5%) and supermarkets (7.9%).
- Overall, the breakdown of tenant classification is similar across 2018 and 2014.

### Papakura Town Centre Research Report (Buzz Channel Limited – May 2018)

- The convenient location (being close to home, work, public transport options), and the community feel of the Papakura town centre are the main likes among frequent visitors.
- The local community enjoy the compact size, friendly people, and atmosphere of the town centre that sets it apart from other larger metropolitan centres.
- Other aspects mentioned as positives of the town centre, are the food options (takeaways) and the library.
- Visitors are going to the Papakura town centre for a variety of reasons. The top driver to visit the town centre is grocery shopping, followed by visiting the library, eating out, and professional services.
- The most common mode of transport to the town centre is via car, mentioned by the majority of visitors as the way they usually travel there (80%).

- Three in ten visitors tend to walk to the town centre.
- Parking in the library carpark is popular among visitors, mentioned by around three in ten visitors who usually travel to the town centre by car.
- Frequent visitors indicated that a greater variety of retail shops being available in the town centre would encourage them to visit more often.
- Takanini, Pukekohe, and Manukau were mentioned by a few as preferred places to go for shopping due to the greater selection of shops. The next most mentioned barrier to more frequent visitation is distance to travel to the town centre from home or work.
- The top barrier to visiting the town centre more often, among infrequent visitors (apart from not feeling they have a need to: 27%) is preferring other locations.
- It's apparent that people are tending to visit the town centre closest to their home or work, however local Papakura residents are venturing further afield for retail shopping and cafes/eating out, due to the limited options currently available in the Papakura town centre.
- The findings indicate there is potential to improve the Papakura town centre for the benefit of the local and wider community and encourage great use. The main priority areas identified from the research are:
  - Review the selection of retail shopping and restaurant/eating options;
  - General tidy up/face-lift;
  - Improve sense of safety (caused by loiterers on the streets).
- If the above areas are able to be addressed it will encourage greater use of the town centre by those living close and potentially further afield. However, any changes to the town centre will need to also consider keeping intact and not compromising the strong community feel that currently exists. This is a strong positive for the local community and enhancements to the town centre would ideally build on this, keeping its unique community feel while making the centre more attractive, safe, and with more retail and restaurant options.



## 5. Heritage, Townscape and Gateways

### Heritage and Character Buildings

The lack of a comprehensive heritage survey in the local area has meant that there are only five buildings in the whole of Papakura which are recognised as being of heritage significance in the Auckland Unitary Plan.

Within the Centre, the relatively recent redevelopment and growth, as discussed above, has left the centre with few older buildings. However, those which remain do contribute significantly to the overall character of the area, and it is likely that it is these few buildings which remain in the visitor's mind rather than the significantly larger number of less memorable buildings.

International research has established that heritage can boost pride in local areas, improve individual wellbeing and strengthen sense of place. The existence of these buildings is therefore significant, and their long-term retention should be encouraged. There is currently no control over the future demolition of these buildings.

#### (1) Christ Anglican Church and Selwyn Chapel, 103-105 Great South Road

This is the only building in the study area which is recognised as being of heritage significance in the Auckland Unitary Plan (operative in part). Alterations and demolition are therefore regulated by the plan.

This is prominently located in a key location at the current 'gateway' into the Centre from the north. Visitors entering the Centre from the north immediately gain the impression that Papakura has 'history' and will be an interesting place to visit.

#### (2) Stanley Buildings, 143 Great South Road

This two storey building has significant presence to the street and is located such that it terminates views westwards along Broadway. It helps to form and contain the space at the intersection of Broadway-Elliott Street-Great South Road, which feels to be the natural 'town centre' of Papakura.

The building has recently been refurbished, retaining retail/speciality uses at ground floor with high quality apartments at first floor.

#### (3) Broadway Buildings, 10-14 Great South Road

This pair of buildings has significant presence to the street and terminates the view eastwards along Elliott Street.

As with Stanley Buildings, they help form and contain the space to at the intersection of Broadway-Elliott Street-Great South Road, which feels to be the natural 'town centre' of Papakura.

#### (4) Premier Buildings, 154 Great South Road

This building is prominent in views for visitors travelling southwards along Great South Road. It performs the same function as Stanley Buildings and Broadway Building, in that it helps to form and contain the space at the natural 'town centre' of Papakura.

#### (5) 202-208 Great South Road

This two storey building 'firmly' marks the corner of Averill Street with Great South Road. As well as presenting an attractive and dominant frontage to Great South Road, it also presents a long, equally dominant frontage to Averill Street.

The building is in active use and parts have recently refurbished.



Figure 8: Character Buildings



**(6) 210 Great South Road**

Whilst single storey, this building, like 202-208, 'firmly' marks the corner of Averill Street with Great South Road. Its high parapets facing both Great South Road and Averill Street provide it significant presence to the street.

A consent has been submitted to demolish this building. The Local Board/Commercial Centre Project Group should work with the owners of the building to find a viable future use which allows the retention of the building and future investment in it.

**(7) 255 Great South Road**

Currently 'Red Earth Eatery and Wine Bar', this building has been recently refurbished. Whilst it is only single storey, its stature is increased by the high parapet on its street façade, and by its canopy which projects forward of the alignment of buildings either side.

The building is made more significant in that it is located opposite a gap in the building frontage, between 218 Great South and 'Stampede', which means that it is visible to people approaching Great South Road from the Countdown car park area.

**(8) 277-283 Great South Road**

Whilst newer than the other buildings recognised above, this two storey building has a simple, elegant appearance which means that it does contribute to the overall character of the street. Its importance is emphasised by the lack of containment of the eastern side of the street; the low rise Court building located on the opposite side of Great South Road is uncharacteristically set back from the footpath with planting between it and the street.

**(9) 293-297 Great South Road**

This two storey building is located on the corner of Great South Road with Wood Street and successfully marks this corner, which is also the southern gateway into the centre.

Given the significance of these buildings, it is recommended that the Local Board work with owners to secure their long term retention and future investment in them.



Figure 9: Stanley Buildings, Great South Road



Figure 10: Broadway Buildings



## Townscape

Whilst only a limited number of the buildings within the Centre are memorable for their architecture or for their individual contribution to the character of the Centre, they work together to create townscape interest.

### Important Corner

A number of corners within the town centre are successfully marked by buildings (a number of which are individually referred to above). Corners are important in that, providing the building on them is memorable or distinctive, they contribute to the overall legibility of the centre. They also assist with forming key spaces within the Centre.

### Continuous Frontage

The existence of an interesting continuous building frontage with shopfronts on the back edge of the footpath helps to contain the street (helping to create a scale which humans can relate to), and adds significant interest for pedestrians.

The two areas which suffer from not having continuous frontages on both sides of the street are:

- The eastern side of the southern end of Great South Road. The Court buildings are set back from the footpath, and as a result this area has less interest for pedestrians than other sections of Great South Road.
- The almost complete western side of O'Shannessey Street. Pedestrians are far less likely to walk on this side of the street as a result of the lack of ground floor interest, despite this being the 'sunnier' side of the street for much of the day. This presents an opportunity for the redevelopment and better utilisation of land on that side of the street.

### Lack of Enclosure

This links to the benefits of a continuous frontage, but is the exact opposite. Lack of enclosure or containment creates spaces which lack a human scale and which are not comfortable to use. The two main areas where this is seen is the Roselands area and the close by medical centre on the corner of O'Shannessey Street with Great South Road. On these sites, whilst buildings do face the street, they are set too far from the street frontages to provide containment and to assist with creating a human scale environment along the street.

This is also seen where buildings have been removed from Great South Road to provide access to the Countdown car park. This section of the street is far less interesting for pedestrians than much of the rest of Great South Road within the Centre.

### Rhythm in Ground Floor Frontages

Regular, fine grained uses and shop fronts along streets provides greater interest for pedestrian than single users occupying long stretches of building frontage. This is achieved throughout much of the centre, apart from those areas which lack enclosure or lack continuous frontage as described above. This contributes to the overall vitality of the Centre.

### Buildings Terminating Views

It is often of greater interest for a view along a street to be terminated (or 'stopped') by a building than for the view to continue and 'disappear'. Seeing a building at the end of view can encourage visitors to walk to that building and explore what is in that next street.

### Significant Spaces

Where a number of the above factors come together, or where there is a change of enclosure or continuous building frontage there can be 'spaces' formed. These may just add to the legibility of the Centre, or in some cases can have a greater role, such as the space at the intersection of Elliot Street-Great South Road-Broadway, which due to its greater size, containment by appropriately high buildings and general location feels as though it is the 'natural centre' of Papakura.



Figure 11: Townscape Analysis



## Gateways

There are currently a number of areas which feel as though they are the 'Gateways' into the Centre. These are shown in yellow:

- From the north; at the intersection of O'Shannessey Street with Great South Road, marked by Christ Anglican Church and Selwyn Chapel.
- From the east; marked by the bridge over the railway and the buildings on either side of this (occupied by Noel Leeming and Dodd Civil Consultants)
- From the south, marked by 293-297 Great South Road and the mini-roundabout.
- From the west, marked by the beginning of frontage development and the traffic lights.

These gateways are important in providing a sense of arrival for visitors and marking the Centre as being something different to the surrounding area.

Over time, with larger scale development taking place in the Centre, it is likely that the northern, southern and western gateways will move outwards from their existing positions, to locations shown in magenta.

Steps should be taken to formally mark the location of the new gateways. This could include the introduction of new Centre signage, landscape planting etc.



Figure 12: Gateways



## 6. Traffic and Movement

### North South

Papakura developed around the Great South Road and the Railway.

Great South Road was developed around 1869 and was established to provide for horse and coach transport from Auckland to Hamilton. A regular coach service was operating between Auckland and Hamilton by 1876.

Construction of the Auckland to Drury Railway began in 1865 with the Papakura Station opening in 1875.

The Centre developed around these primary transport routes and Great South Road remains the heart of the town.

Whilst the extension of the Southern Motorway past Papakura in 1965 provided an alternative route, the significant growth in South Auckland means that Great South Road remains busy and well used. It is also a designated Over-dimension Vehicle Route, although the creation of the Heavy Vehicle Bypass to the west of the Centre (using East Street) ensures that larger vehicles do not need to pass through the whole of the Centre. This route also provides an alternative route for other vehicles not needing to stop in the Centre.

The availability of the bypass opens up greater opportunity for environmental and pedestrian upgrades within the main street area than would otherwise be the case.

Some pressure may be taken from Great South Road once the plan to upgrade and extend Mill Road is implemented.



Figure 13: North-South Transport Linkages



### East-West

East-West routes from the town connect to Clevedon, Kawakawa Bay and beyond to the east and as far as Waiuku and Clarks Beach to the West.

These provide important routes for commuters looking to catch trains from Papakura Station or seeking to join the motorway to drive north or south.

The East-West route splits in the centre of the town to provide two alternatives; one of these bisects the Centre.

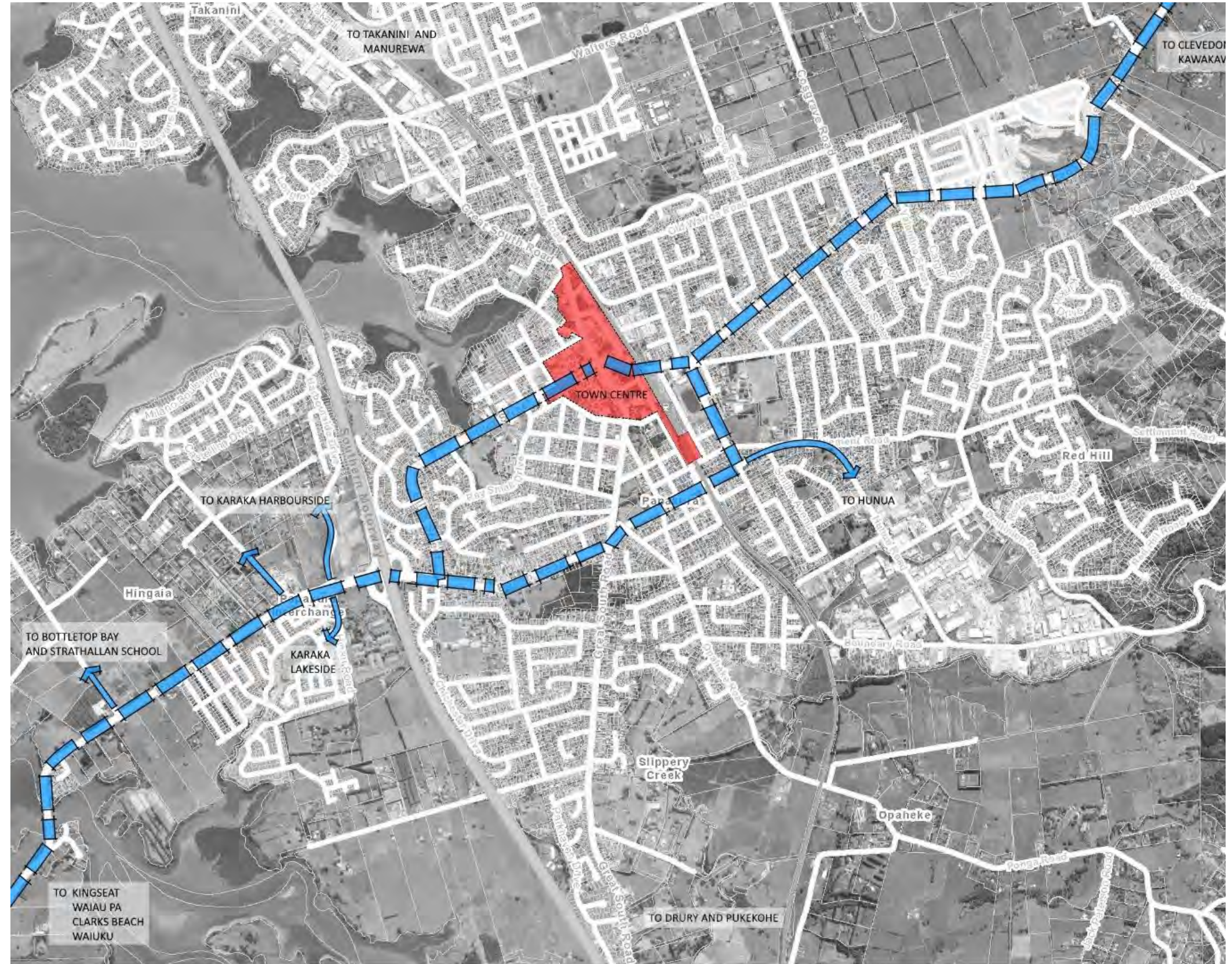


Figure 14: East-West Transport Linkages



### Local Issues

Whilst, as noted above, the 'bypass' allows vehicle travelling north or south to bypass the main shopping area along Great South Road, it appears that some drivers still use the more direct route.

In addition, cars traveling from the north, wishing to head towards Clevedon Road utilise O'Shannessey Street, so providing more than local traffic on that road.

Traffic travelling from the motorway towards Clevedon Road can choose to use Elliott Street. This route takes them through directly across Great South Road, through the natural 'town centre', as discussed above. Some traffic to the train station will also take this route, or Wood Street, given the availability of car parking on both the western and eastern sides of the railway.

Consideration should be given to signage and to environmental improvement measures to better manage these vehicle movements.

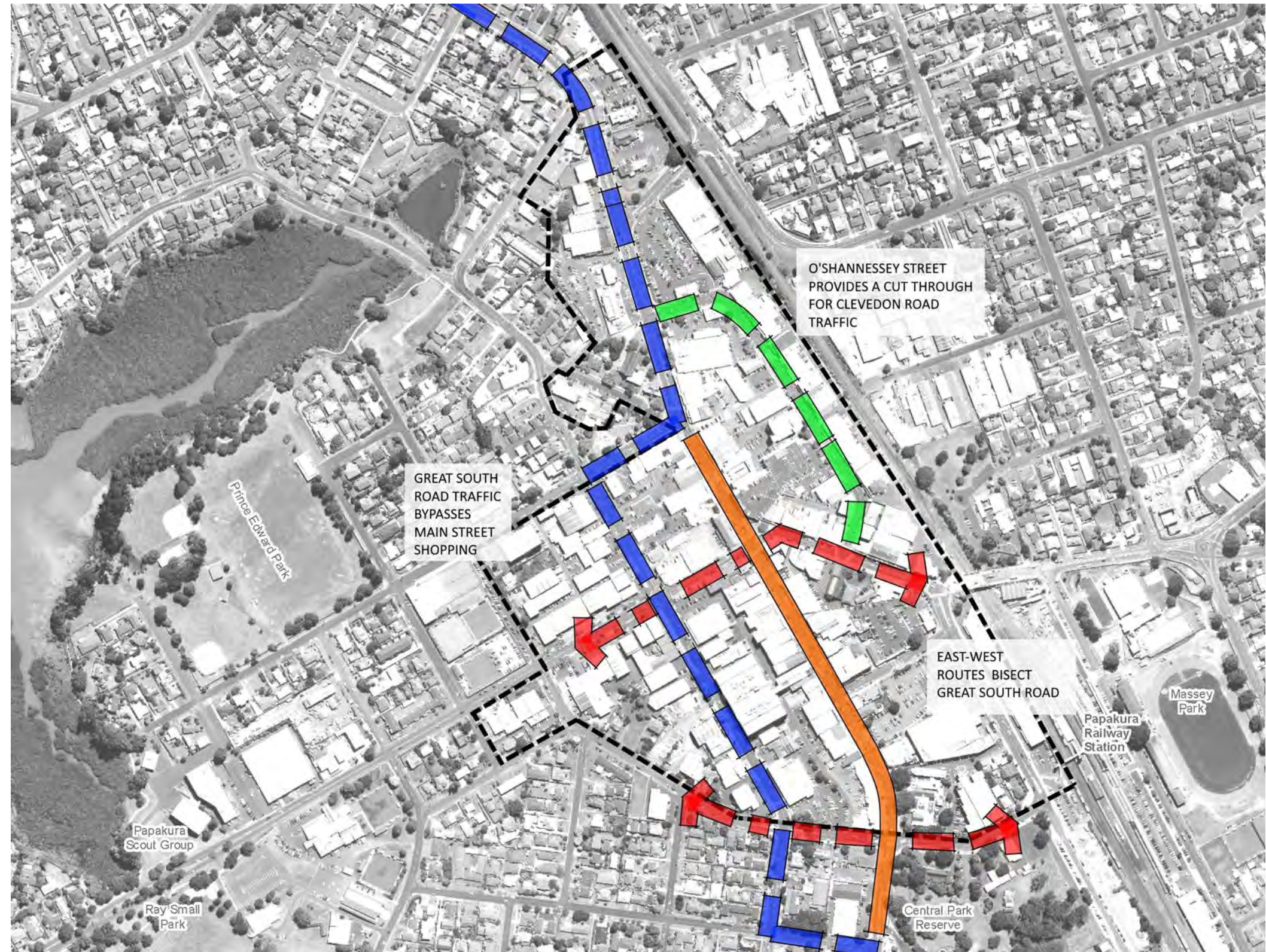


Figure 15: Transport Linkages in the Centre



### Barriers to Movement

Whilst, as discussed above, the Motorway, Great South Road Railway do facilitate movement into and around the Centre, they also provide barriers to movement.

There is currently only one useful crossing over the motorway from the West for traffic travelling to the Centre or train station, at Beach Road. This is a hostile, harsh environment which is dominated by traffic and unrelieved by trees or landscaping. It is not a pleasant environment for pedestrians.

In time the existing bridge at Park Estate Road may take some pressure from the Beach Road bridge, as areas around it are developed and links made through to Karaka Lakeside. However, Beach Road will undoubtedly remain the predominant route.

Consideration should be given to how the environment of the Beach Road bridge can be improved and made more pleasant for pedestrians and cyclists.

The NZTA are planning a pedestrian/cycle bridge from the end of Rushgreen Avenue to link to the proposed cycleway located on the western side of the Motorway and to Karaka Harbourside. This could provide a useful, and more attractive route for pedestrians and cyclists looking to travel into the Centre from the current and planned development within that area.

The Local Board’s Greenway plans would provide the opportunity for pedestrians and cyclists to link from this new bridge to the Town Centre. However, in the shorter-term consideration should be given to utilising existing roads and footpaths to provide easy to use linkages to the Centre. This could require additional signage and minor upgrades.

A greater number of crossings are available to facilitate movement across the railway from the west to the Centre. That on Clevedon Road and Subway Roads are significant Gateways to the Town Centre and consideration should be given as to how these environments can be improved for pedestrians.

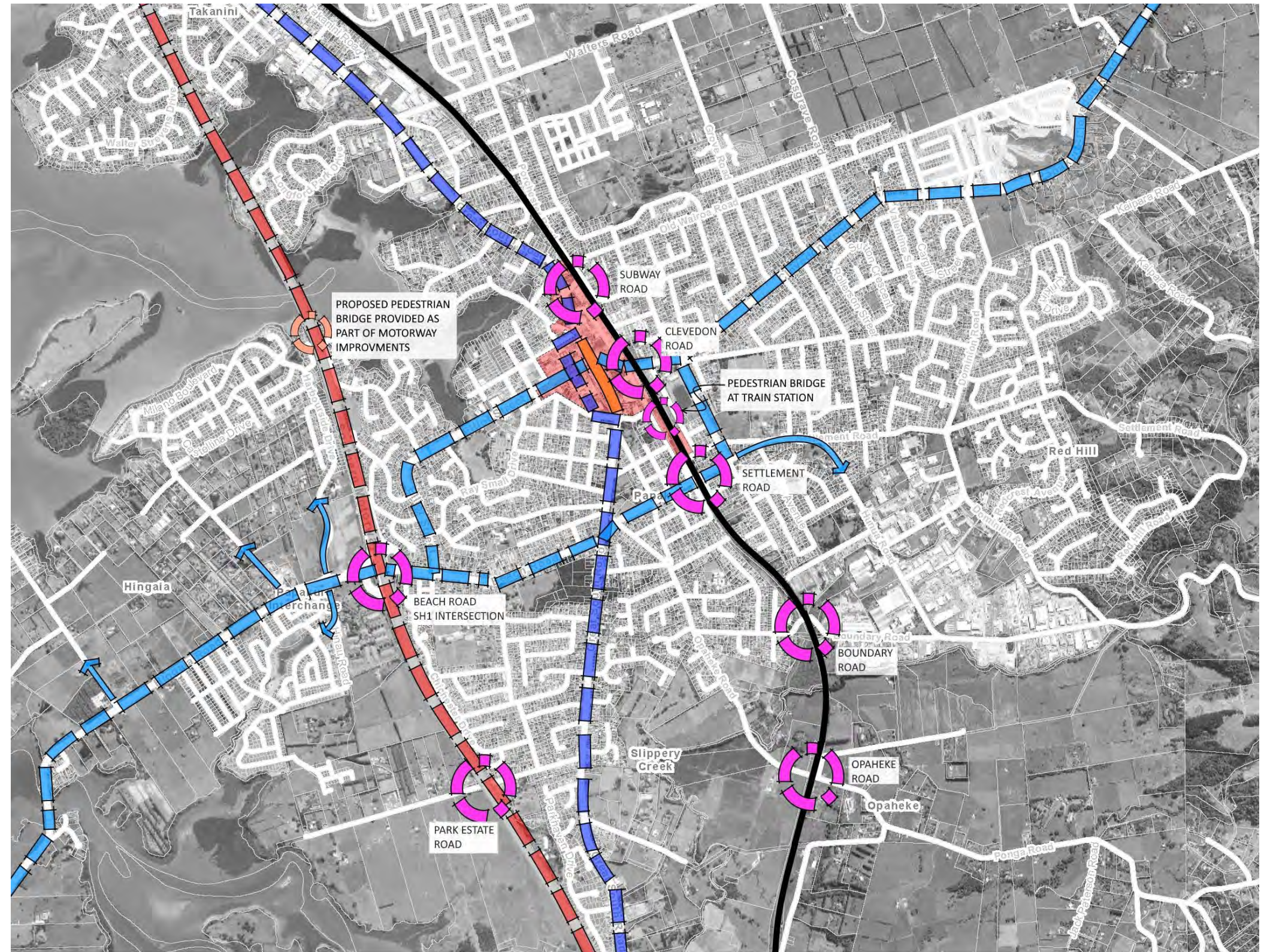


Figure 16: Barriers to Movement



## 7. Car Parking

Whilst there are significant areas of car parking within the Centre, including on street parking, it is difficult for visitors to understand where they are legally allowed to park. This confusion can be attributed to poor information and poor signage. Signage to car parks is sporadic and not consistent across the Centre.

### Existing Public Car Parks

#### (1) Davis Car Park

This is convenient for visitors to the Local Board Office and Council Service Centre. However, it feels cut off and remote from the remainder of the Centre.



Figure 17: Papakura Business Association Car Parking Map

#### (2) O'Shannessey Street Car Park

This provides convenient car parking for shoppers in O'Shannessey Street and also for the northern section of Great South Road (shoppers can cut through to this via laneways). Panuku Development Auckland are currently consulting on the potential sale of this car park. The land should be retained until all other reports referred to in this Framework are available.

#### (3) Farmers Car Park.

Only the second floor, roof level of this is public parking, although it is likely that shoppers also park on other levels which are intended only for Farmers customers. Whilst the lifts go direct to Great South Road they do not appear appealing to use. The car park therefore feels disconnected from Great South Road and is as a result less used than it could otherwise be.

#### (4) East Street Car Parks

Whilst connection to Great South Road is available from this area through the Postie building, this car park feels disconnected from Great South Road and is not appealing to use.

#### (5) Averill Street Car Park

This consists of a ground level and (first floor) roof level car park.

The ground level car park is conveniently located to access Great South Road, Broadway and Railway Street.

As with other roof level car parks, the confusion regarding pedestrian access to street level makes this level less appealing for shoppers than the ground level section.



Figure 18: Car Parks in the Metropolitan Centre



**(6) Accent Point Car Park**

This is a car parking building. Access from the car park to Great South Road is via a lift to an area outside of the library and then via the enclosed bridge link.

Whilst this is a good quality car park, it feels very remote from Great South Road as there is limited information directing shoppers to Great South Road and the signage around and within the lifts is confusing. In addition, the lifts do not feel well cared for.

**(7) Wood Street**

This provides convenient parking for the southern end of Great South Road. However, due to the lack of continuous retail frontages in this area, it feels reasonably remote from Great South Road.

**(8) and (9) Train Station Park and Ride Parking**

These car parks are very well used. They are oversubscribed and do not provide for shoppers or visitors to the town centre.

**Shoppers Car Parks****(10) Roselands**

This car park is provided for Countdown and the other Roselands Shops. However, it provides convenient parking for Roselands, O'Shannessey Street and Great South Road and it appears likely that shoppers use it for this wider purpose.

**(11) New World**

This car park is provided for New World customers. However, it is likely that visitors to other businesses in the local area also use it (although this is not substantiated). However, the car park (and store) feel remote from Great South Road and it is unlikely that many shoppers would park here and attempt to shop in Great South Road.

**(12) Countdown**

This is perhaps the most convenient car park in the Centre. It is at grade, has easy vehicular access and is located in a central location. It is very likely that it is used by general shoppers as well as Countdown customers.

**(13) Former New World**

This car park currently remains available. However, the land is currently for sale and it is unlikely that this parking will remain free for use.

**Private Car Parks**

Many other businesses within the Centre provide parking for their customers. Rumours regarding clamping and fines for the use of these areas by non-customers are widespread.

Overall, car parking within the centre is confusing. It would be improved by the comprehensive consideration of parking in the centre:

- Comprehensive signage which directs shoppers/visitors to all available town centre car parking and additional signage, as in Auckland CBD, which links drivers from one car park to another for situations where one may be full.
- Clear information at each car park explaining how to reach the main shopping areas once you have parked.
- Improved 'care' for stairs and lifts at roof top car parks and in car park buildings.
- Improved linkages from car parks to shopping areas.
- Provide additional Park and Ride space at the Station to ensure commuters are not using town centre parking capacity.
- Discussions with owners of private car parking and secure agreement that all shoppers can park in all shop car parks, so encouraging shoppers to spend longer in the Centre by visiting more premises.
- Gain an understanding, via the Health Check results, of the long term parking need in the town centre and plan accordingly.



## 8. Other Opportunities

### O'Shannessey Street Area

The O'Shannessey Street area represents a significant opportunity.

Consideration should be given to giving this area the highest priority for discussion with Panuku Development Auckland, with a view to developing comprehensive development in the area.

### Civic Heart

The Local Board offices and Council Service Centre are remote from the main Centre. Consideration should be given to upgrading the linkages between this and Great South Road or (preferably) moving these facilities to a main street location.

### Town Square

As discussed above, the area at the intersection of Elliott Street-Great South Road-Broadway feels like the natural 'town centre' for Papakura. The retention of the character buildings around this is important and consideration should be given as to how the area be made more flexible and better seen as an important space.

### West Entry

This area is important if additional pedestrians and cyclists are to be encouraged into the town from the Karaka direction. This area is currently dominated by car parking on forecourts and consideration should be given as to how in the short term the environment can be upgraded through the introduction of trees and other landscaping which would make the parking less dominant.

### New World to Great South Road

Consideration should be given how to improve pedestrian linkages to and from Great South Road. In the short term this could include improved signage and upkeep within the Accent Point car park, along with improved pedestrian crossing facilities on East Street.

### Countdown Entry

As discussed above, this is a break in the retail frontage. The location of the in and out accesses either side of the pedestrian crossing on Great South Road disrupts pedestrian movement along the street and could lead to conflicting movements. Consideration should be given to alternative designs for this area, including in the longer term the potential development of the frontage.

### Courts Area

The existing trees in this area give it a very different character to the remainder of Great South Road within the Metropolitan Centre. There is significant potential to upgrade the area to provide an attractive and usable public open space which, with active ground floor uses facing it, could add significantly to the overall vitality of the centre.

### Train Station

As noted above, car parking is oversubscribed at the station. Consideration should also be given to upgrading pedestrian routes to the station, including the route from Railway Street to Great South Road through the Countdown site.

### Station Entry

This entry/exit is located on railway land and runs along the rear of these commercial buildings. It is very poorly overlooked and fails to satisfy accepted CPTED good practice. It should be removed and routes to the front of the station, along Railway Road upgraded in preference.

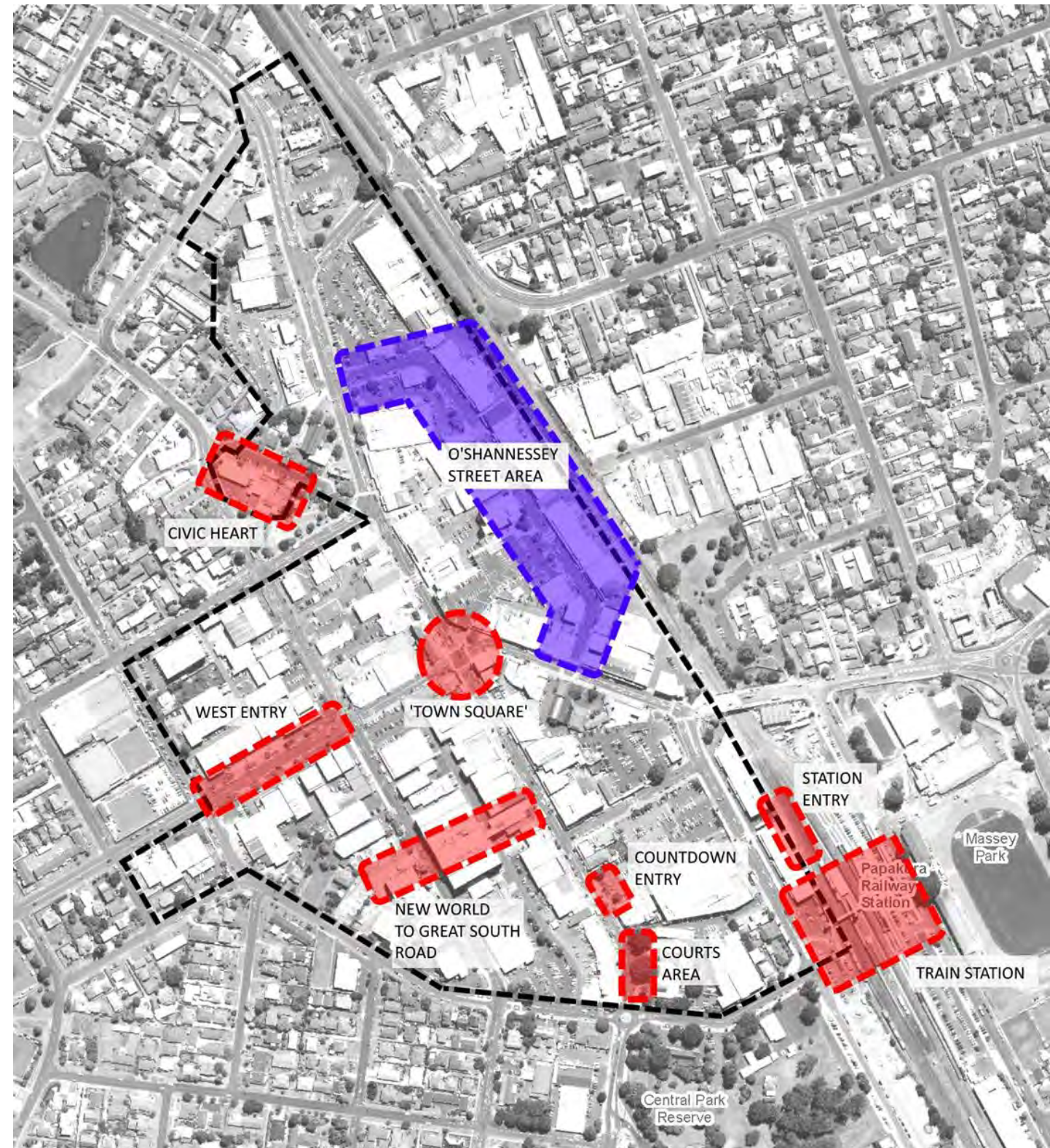


Figure 19: Other Opportunities



## 9. Opportunities for Action

Based upon the analysis above a number of opportunities have been identified:

### Streetscape, Linkages and Train Station

- (1) Introduce additional traffic tables/pedestrian crossings in Great South Road. Explore options for additional street tree/landscape planting. To slow vehicle speeds to the point at which pedestrians are able to cross the street at any point and to discourage through traffic. To improve the overall pleasantness of the environment to encourage outdoor dining.
- (2) Explore alternative parking arrangements within the street to additional convenient parking for visitors, to slow vehicle speeds to the point at which pedestrians are able to cross the street at any point and to discourage through traffic. To improve the overall pleasantness of the environment to encourage outdoor dining.
- (3) 'Town Square'. New streetscape design for this area to decrease the apparent dominance of vehicles and to bring greater flexibility for the use of the space, and to discourage through traffic.
- (4) New streetscape design for this area to decrease the apparent dominance of vehicles and to bring greater flexibility for the use of the space, and to discourage through traffic.
- (5), (6), (7) and (8). New Gateways. Introduce signage and additional landscape and tree planting to mark the entrances into the Centre.
- (9) Consider how apparent connections from O'Shannessey Street into the Roselands area can be improved; O'Shannessey Street should read as an extension to Roselands and benefit from the shoppers who visit that area.
- (10) Look to upgrade the bridge link on Clevedon Road.
- (11) Work with Countdown to improve the width and overall quality of the pedestrian link through their site from Great South Road to Railway Road.
- (12) Improve linkages from New World to Great South Road by improving general signage, improved pedestrian crossing facilities on East Street and improved signage and upkeep within the Accent Point car park
- (13) Improve the pedestrian environment on the entry to the town from the west, including working with owners to reduce the dominance of car parking, reducing vehicular crossings (by combining), and introducing trees and other landscaping.
- (14) Ideally relocate the Local Board office and Customer Service Centre to a 'main street' location in the Centre. If this is not possible improve signage between this area and the Great South Road main street area.
- (15) Station Area  
Remove the existing entry/exit which is located on railway land to the rear of the commercial buildings which front Railway Road.  
Proceed with the design of a new commuter car park building and incorporate ground floor active uses, such as retail into this.

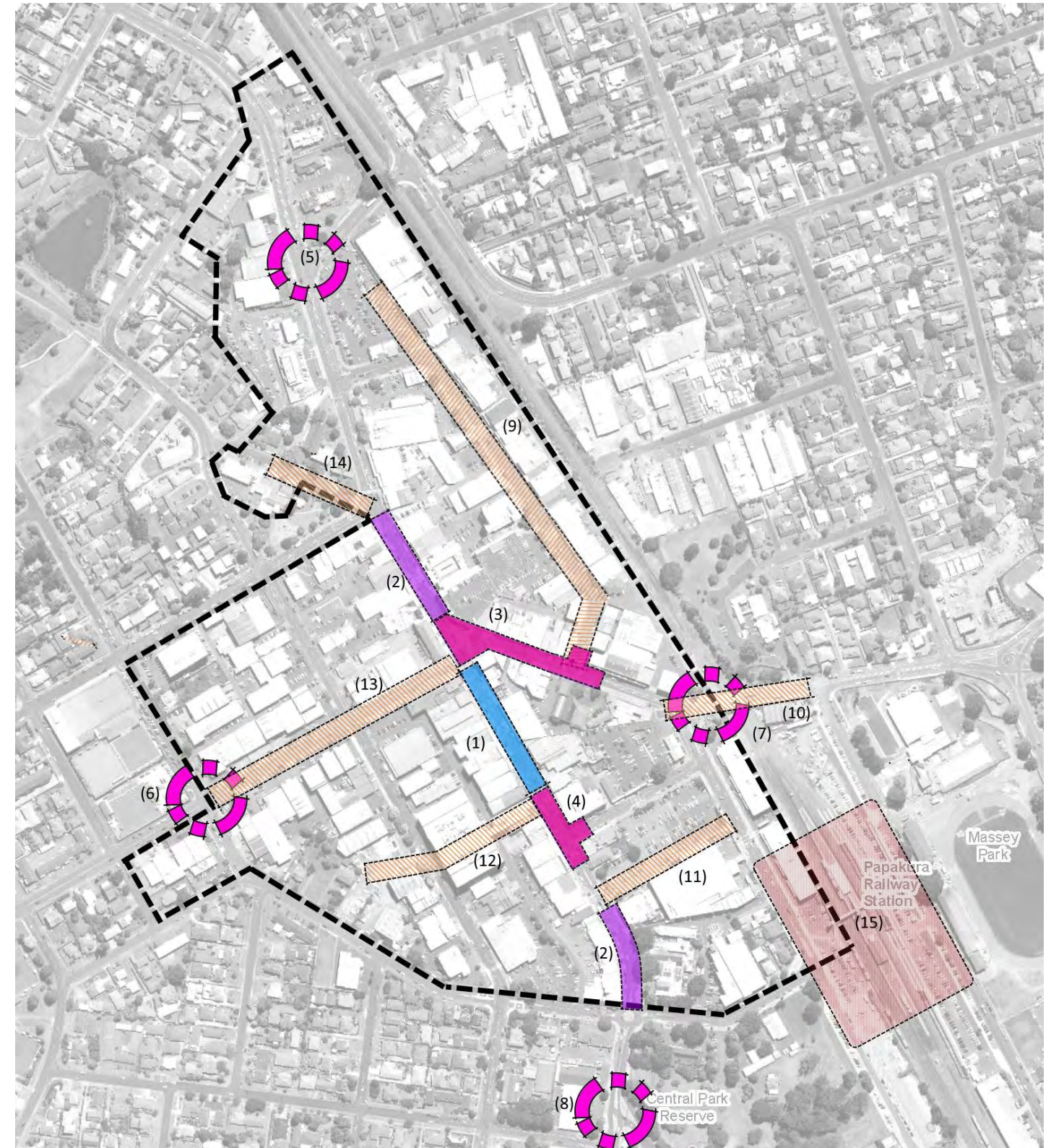


Figure 20: Opportunities for Action in the Centre



- (16) Beyond the Centre; consider options to provide simple pedestrian and cycle connectivity to Karaka Harbourside via the new pedestrian/cycle bridge proposed by NZTA and look at potential improvements to the existing Beach Road bridge to make it a more pleasant, and less hostile, environment for pedestrians and cyclists.



Figure 21: Opportunities for action Beyond the Centre



## 10. Framework for Action

The Framework builds upon the Opportunities for Action and presents a three-dimensional view of the future Papakura Metropolitan Centre.

The Framework retains the existing fine-grained street and pedestrian lane network and supplements this with a series of new and upgraded routes, to allow improved pedestrian access through the centre.

Buildings along Great South Road reflect the fine-grained character of the existing buildings and seek to assist with the vision for the centre as an attractive shopping environment. East Street is characterised by taller buildings on larger footprints to provide greater enclosure along this street, which is busier with traffic.

Other taller buildings are located close to the train station, where demand from commuters will be greatest, and along O'Shannessey Street.

The majority of buildings are shown 3 to 6 storeys high, with a limited number of 9 storey buildings. These all sit under the AUP(OP) maximum height limit for the area and are intended to indicate the height and size of development which the local property market could support. However, as the market develops over time, there is potential that taller buildings could be constructed rather than those shown on the plan.

### Existing Buildings (shown white):

- The buildings of heritage interest identified above are shown retained.
- Other buildings shown retained included the supermarkets, library/museum, large format retail buildings alongside the railway and Police Station.
- Also shown retained is the planned apartment development at 'South 83'.

### Short/Medium Term (shown coloured cream):

Development of areas closest to the existing main commercial centre and train station, including the majority of Great South Road, O'Shannessey Street and the eastern side of East Street.

### Long Term (shown blue):

Areas further from the centre are shown being developed in the longer term, as redevelopment becomes more viable.

### Very Long Term (shown coloured red):

In the very long term, as transport usage alters, and the market supports even more intensive development, there could be the potential for land currently used as surface level car parking to be redeveloped for buildings (which could include car parking buildings in their centre). This would complete the fine-grained block pattern of the Metropolitan Centre.



Figure 22: Framework for Action



## Detailed attributes of the Framework

### Active Frontages

(1) Creation of 3 to 9 storey active frontages to main streets, to new/revitalised lanes and Central Park.

### Improved Linkages

(2) Create new street/lane from Great South Road to East Street, reducing pedestrian walking distances and providing safe, overlooked routes to encourage New World Shoppers to also shop in Great South Road.

(3) Upgrade linkages from Railway Street West to Great South Road.

(4) Retain existing link from O'Shannessey Street to Great South Road and provide improved surveillance of this from new development alongside.

(5) Extend O'Shannessey Street through Roselands car park, to better link Roselands and the adjoining shops.

(6) Provide new linkages from Great South Road to East Street and provide surveillance from new development alongside.

(7) Utilise existing lanes to provide easy pedestrian and vehicular access to long term development areas.

(8) Retain existing service access to allow servicing of Great South Road properties from rear (and reduce service vehicles on Great South Road).

### Public Spaces

(9) Creation of a new shared space, as the main focus of the town centre. This is fronted by a series of buildings of heritage interest and high-quality new buildings (including a new Farmers).

(10) Creation of a new shared space fronted by a series of buildings of heritage interest.

(11) Provide increased interest at Roselands with the revitalisation of the existing open space, fronted by new taller buildings.

(12) Redevelopment of site provides upgraded play park and public open space, overlooked by new development. Existing Centenary Rooms retained and integrated into play park.

(13) New buildings developed on similar alignment to existing, trees retained, and area of open space upgraded.

(14) Development of the former New World site could incorporate new open space/play park.

(15) New developments long term developments to west to incorporate additional public spaces.

### Gateways

(16) New signage and planting at all gateways.

### Streetscapes

(17) Entry zones with angled on street parking (where this can be accommodated). These areas reduce vehicle speeds and discourage unnecessary through traffic.

(18) Slow speed zone (potentially shared space) with parallel on street parking retained.

### Bypass

(19) Extend the bypass to reduce traffic on Great South Road.

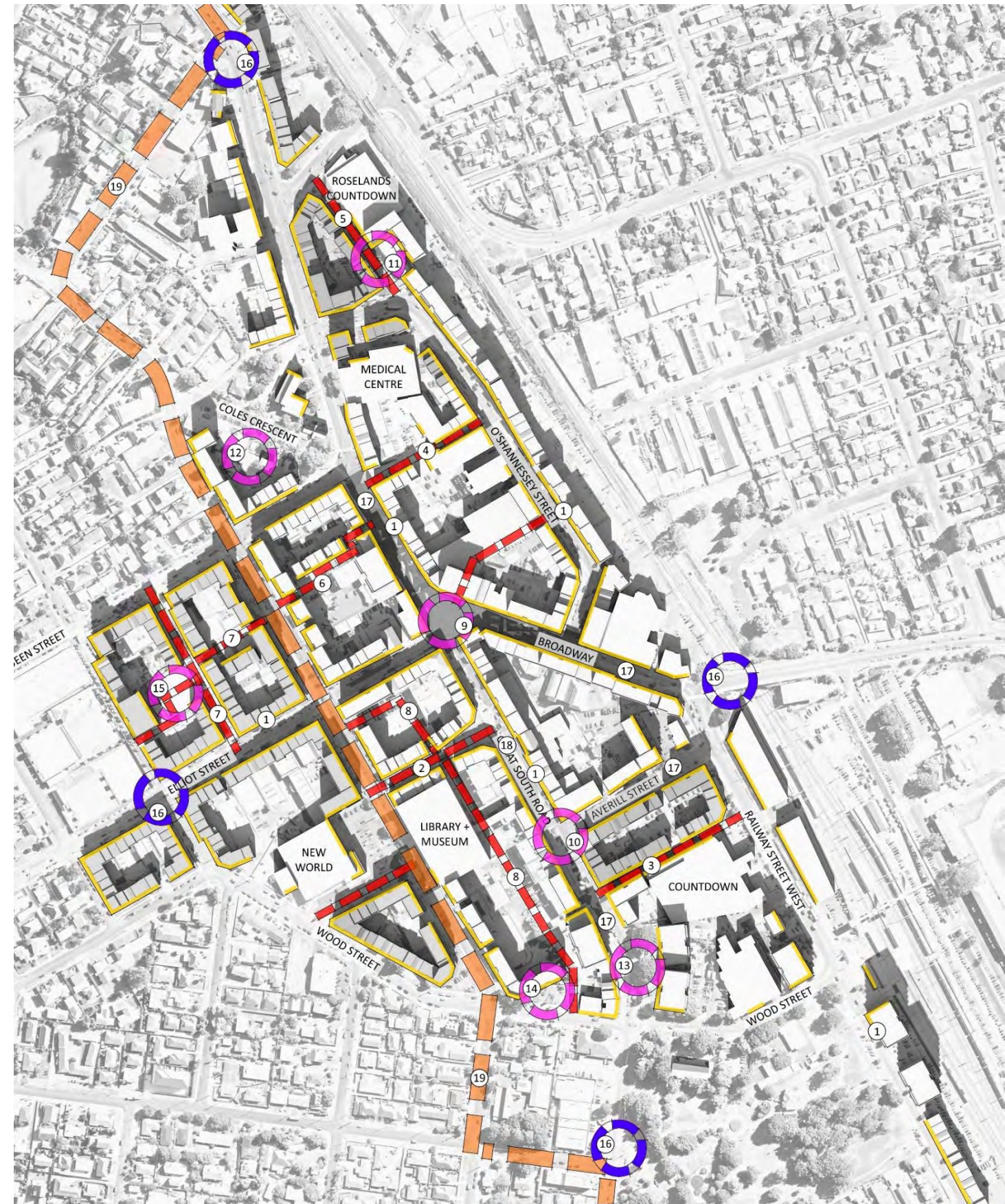


Figure 23: Framework for Action (details)





Figure 24: View of Metropolitan Centre from the West, looking along Elliot Street.





Figure 25: View of Metropolitan Centre, from the north-west





Figure 26: View of the Metropolitan Centre from the south-west.





Figure 27: Distant view of the Metropolitan Centre from the north-west.







Figure 28: View of the Metropolitan Centre from the south-east



Figure 29: Close view of the Metropolitan Centre from the north-west



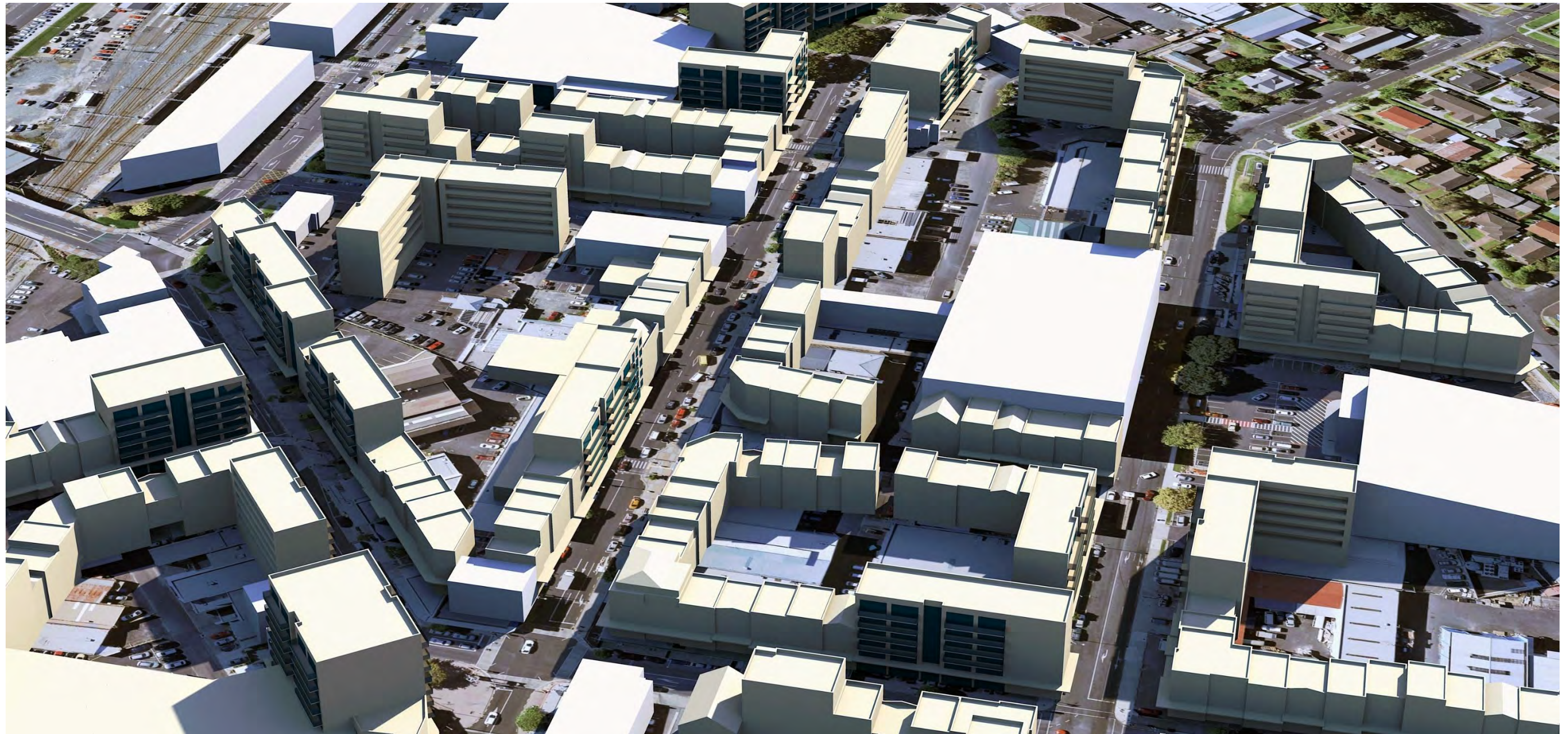


Figure 30: Close view of the Metropolitan Centre from the north.



3D Visualisation Town Centre

Insert 3D Visualisation



3D Visualisation Averill Street

Insert 3D Visualisation



3D Visualisation O'Shannessey Street

Insert 3D Visualisation



## Appendices



## Appendix 1: Detailed Site Study: Coles Crescent

### Existing Uses



### Opportunities and Constraints

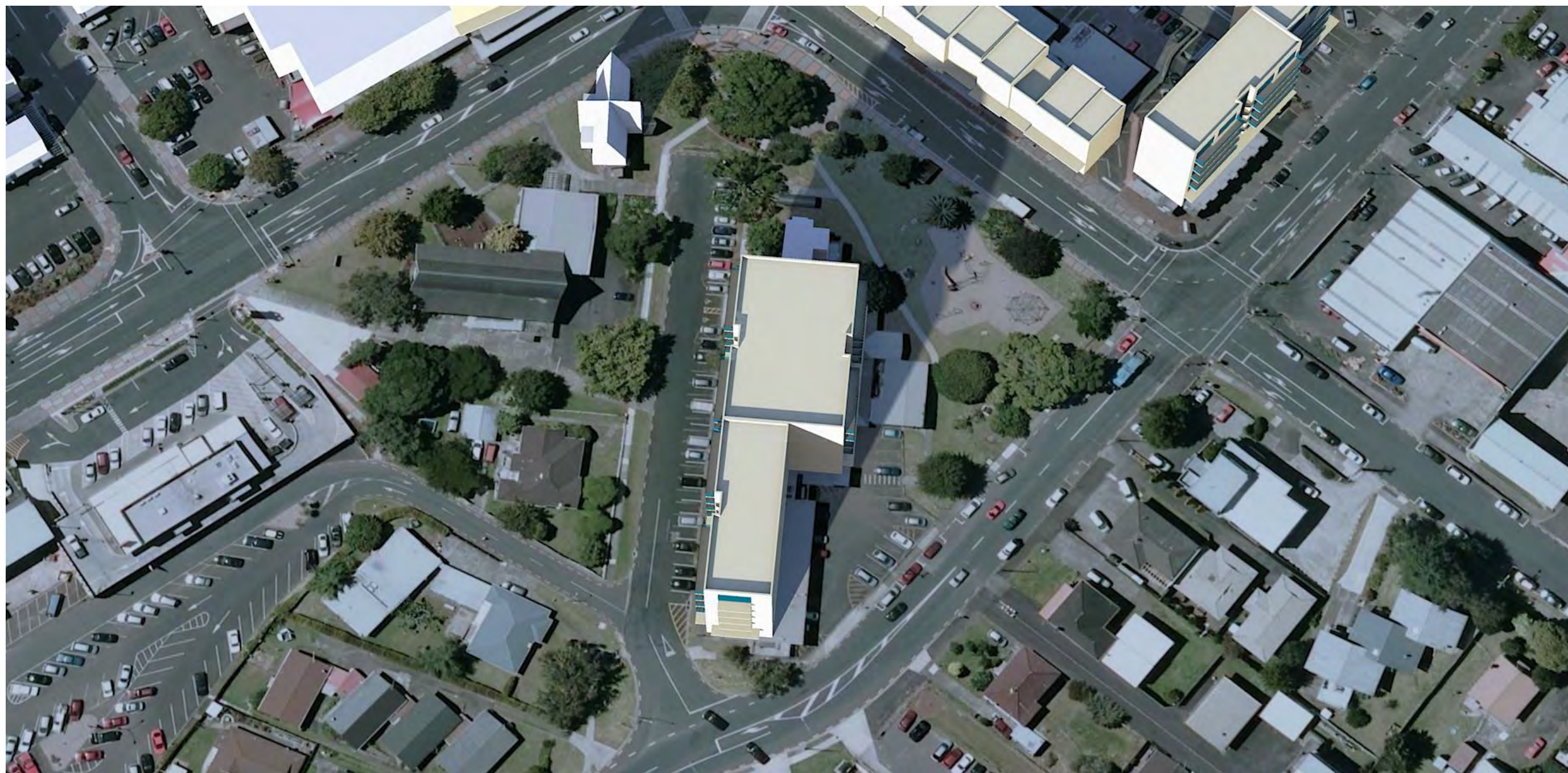


- A. The Play Park is very well used.
- B. The area alongside East Street is used for picnics and is well sheltered from the sun by the existing trees.
- C. Some of the areas are underutilised.
- D. The Time Capsule is located on the site.
- E. Car parking presents an unattractive face to East Street.
- F. Whilst the trees and the designed space below are attractive, the block views to Coles Crescent and make the area feel disconnected from the remainder of the Town Centre.
- G. The present building presents an uninteresting elevation to Coles Crescent/East Street intersection.

- H. The Centennial Rooms face away from the activity.
- I. The public toilets appears randomly placed.
- J. The main entrance from existing building faces away from the play park and provides limited overlooking of the play park.
- K. The churches face towards Great South Road and do not activate Coles Crescent.
- L. The vehicular access to the Churches is taken from Coles Crescent.
- M. Prevailing Wind
- N. Sun Path
- O. The Queen Street/Great South Road intersection works as a Gateway the town centre.



### Option 1: New Buildings on Original Building Location



- Less disruption to Play Park etc
- Potential opportunity to expand play park.
- Greater height could provide additional overshadowing of play park etc.
- Parking for Play Park would remain on East Street and Queen Street
- Time Capsule can remain undisturbed
- Upper floors would provide good overlooking of Coles Crescent and the Play Park
- Buildings could contain Local Board offices etc



### Option 2: Focus Development on East Street and Queen Street Boundaries



- Opportunity to create new north facing play park
- Time capsule could remain undisturbed.
- Opportunity to integrate Centennial Rooms into new playpark development
- Could lead to loss of some trees along East Street.
- Coles Crescent parking would be well placed to serve play park users and become a shared space
- Buildings could retain Local Board offices etc



### Option 3: Low Level Development along all frontages



- Provides more gradual transition of building heights along East Street
- Area remaining for play park would be within site and feel less 'public'
- Buildings would provide good overlooking of play park
- Trees along East Street would be lost
- Time Capsule could remain undisturbed
- Coles Crescent parking would be well placed to serve play park users and become a shared space
- Buildings could retain Local Board offices etc